

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself(SOLAS Ch.V- Regulation 34)

Vessel	<b>WEST BAY</b>	Voy/ Date	<b>0115/</b>	From: <b>Panama Canal</b>	To : <b>Baltimore NLP, USA</b>	Ballast/Cargo: <b>Rock Salt</b>
<input type="checkbox"/> Weather Conditions (Summer/Winter/Typhoon). Anticipated weather enroute:						<input type="checkbox"/> Weather Routing provided

**Appraisal by the Master** (In the boxes provided, enter a tick ☒ to signify 'yes'; enter a cross **X** to signify 'no'; enter '**N/A**' to signify not applicable".)

<input type="checkbox"/> Charts/ENCs and publications on board for voyage <input type="checkbox"/> Physical check of charts/ENCs and publications <input type="checkbox"/> Bunkers sufficient for voyage.	<input type="checkbox"/> Water sufficient for voyage <input type="checkbox"/> Provisions, stores, spares sufficient <input type="checkbox"/> Load line Zones checked	<input type="checkbox"/> Trading Exclusion Areas checked(by C/P or Insurance) <input type="checkbox"/> Institute of Warranty Limits (IWL) checked- Inform Company, if IWL to be breached <input type="checkbox"/> Local agreements for Oil spill response affecting the voyage checked (See below) <input type="checkbox"/> Anti Piracy measures for passing through Piracy & Armed Robbery Areas & Ports
<input type="checkbox"/> <i>Increased bunker reserves for Winter Voyage ( FR 6.3.6 )</i>		
<input type="checkbox"/> *Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned - see Marpol VI Plan.		

**Local Pollution Response Plans** (Check validity and inform Company if any of the oil spill response plan is not on board or expired for the port calls in this voyage)

<input type="checkbox"/> USA NTVRP & VGP <input type="checkbox"/> California NTVCP <input type="checkbox"/> Alaska NTVSP <input type="checkbox"/> Valid Washington State WSMC + ERTV( <i>except the Columbia River System</i> ) <input type="checkbox"/> MFSA coverage <i>(For Columbia and Willamette Rivers- Washington and Oregon States-Advise Agents)</i> <input type="checkbox"/> Canada WCMRC (West Coast) <input type="checkbox"/> Canada ECRC (East Coast) <input type="checkbox"/> Panama Canal SOPEP - Valid Notice of Acknowledgement <input type="checkbox"/> <i>Western Alaska Transit Coverage</i> <input type="checkbox"/> <i>China OSRO</i> <input type="checkbox"/> 12 mile speed limit within 40 miles off Pt.Fermin, Long Beach/Los Angeles, Ca. <input type="checkbox"/> <i>Seasonal speed restrictions (10 kts) on USA East Coast for Right Whale Protection (Ref Ship File 6B)</i>
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Following **publications** were consulted **by the Master** for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:

<input type="checkbox"/> Ocean Passages of the world (NP136) <input type="checkbox"/> Ship Routeing by IMO <input type="checkbox"/> Sailing Directions /U.S. Coast Pilot <input type="checkbox"/> Largest Scale Chart/ENC for voyage <input type="checkbox"/> Navigational Warnings <input type="checkbox"/> "Port & Navigational Information" file 6B <input type="checkbox"/> Current Atlas/Weather chart/ENC/Variation chart	<input type="checkbox"/> Tide Tables, Tidal Current Tables <input type="checkbox"/> Light Lists <input type="checkbox"/> Admiralty List of Radio Signals <input type="checkbox"/> Notices to Mariners <input type="checkbox"/> "Bridge Procedures Guide" by ICS <i>for</i> <i>Emergency Checklists in particular</i> <input type="checkbox"/> Local VTS Manual if any	<b>Local Requirements</b> <input type="checkbox"/> Completed HK Flag State PSCI CL to Company 4 days prior arrival USA/Australia <input type="checkbox"/> Reporting Systems- <i>MASTREP</i> , REEFREP, AMVER, SISTRAM etc. <input type="checkbox"/> Great Barrier Reef Marine Park (GBRMP) Zoning Plan 2003- Designated Areas <input type="checkbox"/> Great Barrier Reef and Torres Strait – AMSA Publication – <b>Queensland Coastal Passage Plan(May 2013)</b> Any other reference publications / Information used: In this section, mention pilot volumes referred, practical experience, Guide to port entry, etc. used. _____
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☐ Ship Security File & Ship Master's Security Manual (BIMCO) for Routeing to avoid **Piracy and Armed Robbery areas**

Voyage Chart/ENC and Navigational publications were corrected through Notice to Mariners Nr: \_\_\_\_\_

<input type="checkbox"/> Navtex, AIS, EGC Receiver settings amended for the voyage <input type="checkbox"/> Local forecasts <input type="checkbox"/> Weather Fax - Provide stations that will be monitored: _____ <input type="checkbox"/> <i>Applicable Loadline checked</i>	ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage: _____ <input type="checkbox"/> Piracy & Armed Robbery Reports – on Sat-C EGC, PB Circulars
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For ships using ECDIS as primary means of navigation:

<input type="checkbox"/> Permits for all ENC's needed for the voyage on board <input type="checkbox"/> Paper charts on board available for the area where ENC not available <input type="checkbox"/> Weekly updates to ENC's done. Last weekly update ____ <input type="checkbox"/> AIO (T&P) corrections to ENC's done. <input type="checkbox"/> Visual check of plan done on a 1:1 scale by manually scrolling along the track <input type="checkbox"/> plan rechecked using route check function <input type="checkbox"/> Route cross checked by Master and all danger alarms checked and approved by Master <input type="checkbox"/> Back up copy of the plan saved on a separate disk (USB)	Following settings put in ECDIS: <input type="checkbox"/> Safety Contour : $\geq 1.5$ times of actual deepest draft <input type="checkbox"/> Safety depth: same as Safety contour. <input type="checkbox"/> Safety height (MARIS ECDIS): air draft + 2m (min) <input type="checkbox"/> Deep Contour : $\geq 4$ times the actual draft <input type="checkbox"/> Shallow Contour : actual draft + 10% draft <input type="checkbox"/> Spot soundings kept "ON" and value set at 50m if option of setting value by user available.	<input type="checkbox"/> Safety Guard Zone (SGZ) Settings as below																				
		<table border="1"> <thead> <tr> <th>SGZ alarm settings</th> <th>Pilotage and Confined Waters</th> <th>Coastal Waters</th> <th>Open Sea</th> </tr> </thead> <tbody> <tr> <td>Ahead (mins)</td> <td>6 mins</td> <td>15 mins</td> <td>24 mins</td> </tr> <tr> <td>Port (nm)</td> <td>0.1nm</td> <td>0.2 nm</td> <td>0.5 nm</td> </tr> <tr> <td>Stbd (nm)</td> <td>0.1nm</td> <td>0.2nm</td> <td>0.5nm</td> </tr> <tr> <td>Sector</td> <td>10 deg</td> <td>15 deg</td> <td>90 deg</td> </tr> </tbody> </table>	SGZ alarm settings	Pilotage and Confined Waters	Coastal Waters	Open Sea	Ahead (mins)	6 mins	15 mins	24 mins	Port (nm)	0.1nm	0.2 nm	0.5 nm	Stbd (nm)	0.1nm	0.2nm	0.5nm	Sector	10 deg	15 deg	90 deg
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Planning (Bridge Team Management -2<sup>nd</sup> Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)

#### Chart/ENC

- ☐ Complete coverage of voyage and surrounding areas available on board
- ☐ Largest scale chart/ENC are available and used
- ☐ Voyage chart/ENC corrected to latest NTM, Navigational Warnings, T&P notices /AIO (*copies of T&P notices kept on affected voyage chart for ready reference by all OOWs*)
- ☐ Vessel's maximum draft during the voyage and "Under keel clearance" considered
- ☐ Highlighted reference to local notes on chart/ENC- **"areas to be avoided"**
- ☐ Routeing hazards identified and marked. *All Cautionary notes on approach & port chart/ENCs discussed with all OOWs during pre-arrival & pre-departure briefing meetings*
- ☐ NGA (No Go Areas) marked (Refer to Bridge Team Management by NI- Page 16&17) *and discussed with all OOWs during pre-arrival & pre-departure briefing meetings*
- ☐ Margins of safety marked (Refer to Bridge Team Management by NI- Page 18&19)
- ☐ Tracks marked (Refer to Bridge Team Management by NI- Page 20, 22)
- ☐ Radar Conspicuous objects marked

- ☐ Minimum safe distance off dangers & anticipated tidal information marked on chart/ENC
- ☐ Sectors of lights, rising & dipping distances of lights identified
- ☐ Positions for sending reports for coastal reporting systems marked
- ☐ Routing in dense traffic areas with fishing vessels and nets avoided as far as possible
- ☐ "Reduce to Maneuvering speed" marked on chart/ENC especially when routing in dense traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects)

#### Maneuvering Data

- ☐ Squat conditions on vessel's maximum draft and speeds considered, *for the least width and depth of channel (check with agents, pilots) using correct block coefficient for the vessel's draft (from the loading manual)*
- ☐ Areas where speed reductions required considered and marked
- ☐ Add any other relevant information for the voyage. \_\_\_\_\_

**BW Exchange Special Requirements:** ☐ Routeing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC; ☐ Flush BWT required in USA and East of Canada ☐ Two Water Ballast Exchange for Amazon & Para River, Brazil

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**Pilot and Port Information**

- ☐ Pilot boarding area marked ☐ VHF procedures / Channels
- ☐ Any restriction at departure port such as tidal requirement for passage to pilot drop off point
- ☐ Bridges and air draft restrictions
- ☐ Escort by tugs
- ☐ Extended pilotage
- ☐ Narrow buoyed passages with strong cross currents, heavy traffic, fog etc.
- ☐ Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc *maintaining safe distance from NGA*

**Following items are taken into account**

- ☐ Alteration points ☐ Areas where Master's presence required (mark on chart/ENC)

- ☐ Areas where bridge/engine room watches are to be doubled (mark on chart/ENC)
- ☐ Parallel Index references
- ☐ Vessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc.
- ☐ Tidal Streams anticipated
- ☐ Crew call out position(s)
- ☐ Tug meeting point(s)
- ☐ Last abort position or Point of no return- (Refer to BTM by NI- Page 27)
- ☐ Emergency anchorages ☐ Alternative /Emergency tracks/anchorages
- ☐ Contingency planning in restricted waters (*Refer CMM Ch.4 Emergency Shipboard plans for Steering & M/E failure, Collision & Grounding*)
- ☐ Traffic separation and Routeing schemes used

☐ Courses are laid on chart/ENC's allowing as much safety margin off navigational hazards (at least 3 n miles off in restricted waters, if possible). Increase safety margin to about 6~12 n miles off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations.

- ☐ Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.
- ☐ Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.

**Marine environmental protection measures:** Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☐ Plug scuppers in port.

☐ Marpol Special areas on voyage ☐ Relevant local regulations (e.g.: *USA NPDES-VGP*, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc.) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St,) and to avoid activities damaging the environment. ☐ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration. ☐ BW Mgmt. ☐ *Disposal of HME Cargo residues & HME cargo contaminated bilge water*

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### Monitoring the Ship's Passage

- This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.
  - Emphasis to be given to following the planned track, more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions using all available means. If the planned track is found unsafe for the vessel, call Master at once.
  - GPS position shall not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, light sectors play a crucial role in helping monitor the ship's position. where radar and visual fixes can be obtained.
  - During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points shall be marked on chart/ENC. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.
  - When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain paper charts may not permit plotting the position every hour on the chart. The Master must in that case decide on the time interval for plotting positions on the paper chart. *During coastal voyages ship's position shall be plotted by OOW at intervals at least as per this plan and keep course line or further away from navigational dangers.*
  - Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger).
  - **Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.**
  - **Within Confined waters and 15 miles prior Pilotage waters, the Bridge Team shall consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B").**
- a) Avoid One Man Error (Eliminate the risk that an error on the part of one person may result in a disastrous situation). *Communicate freely among the team. Speak up, share views, raise concerns, and listen with respect. "No single person is perfect, but our team can be, if we speak up, listen and work together. Master shall ensure that OOW and watch ratings are briefed to speak up and raise concerns.* Bridge Team Members shall never hesitate to question those decisions and actions, which may be dangerous for safe ship operation.
- b) *Do not over rely on Master/Pilot. OOW shall continue to monitor and navigate the vessel and brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the bridge and Master has taken the con. OOW shall speak up, share views, and raise concerns with the Master/Pilot.*

Prepared by: 2/O Chester Aquipitan

Approved by Master: Capt.Sergiy Penkov

Read and understood prior taking over the first navigational watch on voyage:

Chief Officer: Roman Sorokin 2<sup>nd</sup> Officer: Chester Aquipitan 3<sup>rd</sup> Officer: Andrii Mykhalchenko

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Vessel	WEST BAY	Voy/ Date: 0115/ 04 Feb. 2015	From: Panama Canal	To : Baltimore NLP, USA	Draft	F: 12.00	A: 12.02	Air Draft: 33.96	Sheet Nr. 1
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Charts/ENC Numbers: 3111-1400-396-4402-486-3935-1266-3914-2710-2861-2919-2920-2921-2850/ US2EC03M-US3EC08M-US4MD20M-US4MD40M-US4MD80M-US4MD81M-US4MD82M-US4NC32M-US4VA12M-US4VA40M-US5MD12M-US5MD13M-US5MD16M-US5MD21M-US5MD22M-US5MD32M-US5VA10M-US5VA11M-US5VA13M-US5VA14M-US5VA16M-US5VA19M-US5VA21M-US5VA22M-US5VA24M-US5VA27M-US5VA41M-GB104403

Way Point				Track Line				Dist To Go (total)	Fix Frequency	Fix Method  GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type  A/B/C	Remarks During Voyage  Instructions, Notes, Hazards of Special Concern , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OOW signature & Pan Revised date
Ref No	From  Geographical Name Lat/ Long	To  Geographical Name Lat/ Long	ETA	Course of Advance  (True Course)	Speed of Advance  (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clear'ce							
Cristobal Panama Pilot dropped Pt. to CH Light Buoy (PBG Maryland Pilot)														
01	09 23.300N 079 55.160W	09 24.000N 079 55.160W		000	10.0	0.70	2.36	1783.93	30 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	C  Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
02	09 24.000N 079 55.160W	09 32.500N 079 49.500W		033	11.5	10.14	Deep water	1783.23	60 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A	Keep a sharp look-out for a small fishing boats. Follow ROR.	
03	09 32.500N 079 49.500W	20 00.000N 073 56.000W		029	11.5	712.31	Deep water	1773.31	60 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A	Keep a sharp look-out for a small fishing boats. Follow ROR.	
04	20 00.000N 073 56.000W	21 00.000N 073 56.000W		000	11.5	59.78	Deep water	1060.78	30 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A	Keep a sharp look-out for a small fishing boats. Follow ROR.	
05	21 00.000N 073 56.000W	22 30.000N 073 16.000W		023	11.5	97.11	Deep water	1001.00	60 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A	Keep a sharp look-out for a small fishing boats. Follow ROR.	
06	22 30.000N 073 16.000W	36 00.000N 074 25.000W		356	11.5	810.22	Deep water	903.89	60 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A	Keep a sharp look-out for a small fishing boats. Follow ROR.	
07	36 00.000N 074 25.000W	36 49.000N 075 44.500W		307	11.0	80.70	Deep water	93.67	30 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	A/B	Keep a sharp look-out for a small fishing boats. Follow ROR. Call Master as mark on the chart.	
08	36 49.000N 075 44.500W	36 52.500N 075 51.500W		302	10.0	6.62	Deep water	12.97	15 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B	Be attentive in Master command and adv. him for any closing target.	
09	36 52.500N 075 51.500W	36 55.500N 075 55.000W		317	10.0	4.11	Deep water	6.35	10 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B	Be attentive in Master command and adv. him for any closing target. Carry out BR-07 c/l b4 pilot boarding.	
10	36 55.500N 075 55.000W	36 56.500N 075 57.500W		296	9.0	2.24	Deep water	2.24	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B	Be attentive in Master command and adv. him for any closing target.	
11	36 56.500N 075 57.500W					0.0	Deep water		6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	C	Be attentive in Master command and adv. him for any closing target.	

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Ref No	Way Point			ETA	Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, Notes such as Concentration of fishing boats Vessel in Special Area, Reef area, SECA, Important Observations etc	COV signature & Pan Revised date
	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long	Course of Advance (True Course)		Speed of Advance (Speed)	Distance to Next Way Point	Expected Minimum Under keel Clearance							
<b>CH Light Buoy (PBG Maryland Pilot) – Baltimore NLP Berth</b>														
01	36 56.500N 075 57.500W	36 57.754N 075 59.436W	Variable	308.90	Variable	1.99	VESEEL UNDER PILOTAGE CHANNEL DEPTH AS PER PILOT INFORMATION	154.15	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	C Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
02	36 57.754N 075 59.436W	36 59.243N 076 00.404W	Variable	332.45	Variable	1.68		152.16	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
03	36 59.243N 076 00.404W	37 01.049N 076 02.763W	Variable	313.67	Variable	2.61		150.48	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
04	37 01.049N 076 02.763W	37 03.871N 076 05.505W	Variable	322.09	Variable	3.57		147.87	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
05	37 03.871N 076 05.505W	37 08.663N 076 08.914W	Variable	330.32	Variable	5.51		144.30	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
06	37 08.663N 076 08.914W	37 10.789N 076 09.269W	Variable	352.40	Variable	2.14		138.79	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
07	37 10.789N 076 09.269W	37 11.617N 076 09.147W	Variable	6.71	Variable	0.83		136.65	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
08	37 11.617N 076 09.147W	37 17.556N 076 06.795W	Variable	17.57	Variable	6.22		135.82	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
09	37 17.556N 076 06.795W	37 24.600N 076 04.800W	Variable	12.74	Variable	7.21		129.60	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
10	37 24.600N 076 04.800W	37 25.600N 076 05.400W	Variable	334.43	Variable	1.11		122.39	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set _____ Drift _____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself(SOLAS Ch.V- Regulation 34)

<b>Vessel</b>	<b>WEST BAY</b>			<b>Voy/ Date: 0115/ 04 Feb. 2015</b>		<b>From: Panama Canal</b>		<b>To : Baltimore NLP, USA</b>		<b>Draft</b>	<b>F: 12.00</b>	<b>A: 12.02</b>	<b>Air Draft: 33.96</b>	<b>Sheet Nr. 3</b>
<b>Charts/ENC Numbers: 3111-1400-396-4402-486-3935-1266-3914-2710-2861-2919-2920-2921-2850/ US2EC03M-US3EC08M-US4MD20M-US4MD40M-US4MD80M-US4MD81M-US4MD82M-US4NC32M-US4VA12M-US4VA40M-US5MD12M-US5MD13M-US5MD16M-US5MD21M-US5MD22M-US5MD32M-US5VA10M-US5VA11M-US5VA13M-US5VA14M-US5VA16M-US5VA19M-US5VA21M-US5VA22M-US5VA24M-US5VA27M-US5VA41M-GB104403</b>														
Ref No	Way Point			ETA	Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OCW signature & Pan Revised date
	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long			Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point							
<b>CH Light Buoy (PBG Maryland Pilot) – Baltimore NLP Berth</b>														
11	37 25.600N 076 05.400W	37 30.000N 076 02.500W	Variable	027.72	Variable	4.96	VESEEL UNDER PILOTAGE CHANNEL DEPTH AS PER PILOT INFORMATION	121.28	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
12	37 30.000N 076 02.500W	37 33.800N 076 02.400W	Variable	001.20	Variable	3.80		116.32	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
13	37 33.800N 076 02.400W	37 40.500N 076 09.400W	Variable	320.27	Variable	8.70		112.52	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
14	37 40.500N 076 09.400W	37 46.500N 076 10.500W	Variable	351.71	Variable	6.06		103.82	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
15	37 46.500N 076 10.500W	37 52.800N 076 08.400W	Variable	014.81	Variable	6.51		97.76	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
16	37 52.800N 076 08.400W	38 00.000N 076 12.300W	Variable	336.78	Variable	7.83		91.25	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
17	38 00.000N 076 12.300W	38 12.400N 076 14.200W	Variable	353.10	Variable	12.48		83.42	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
18	38 12.400N 076 14.200W	38 20.000N 076 19.000W	Variable	333.53	Variable	8.48		70.94	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
19	38 20.000N 076 19.000W	38 34.200N 076 26.450W	Variable	337.58	Variable	15.35		62.46	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
20	38 33.300N 076 26.000W	38 39.000N 076 24.500W	Variable	017.68	Variable	5.03		47.11	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself(SOLAS Ch.V- Regulation 34)

Vessel	WEST BAY		Voy/ Date: 0115/ 04 Feb. 2015		From: Panama Canal		To : Baltimore NLP, USA		Draft	F: 12.00	A: 12.02	Air Draft: 33.96	Sheet Nr. 4	
Charts/ENC Numbers: 3111-1400-396-4402-486-3935-1266-3914-2710-2861-2919-2920-2921-2850/ US2EC03M-US3EC08M-US4MD20M-US4MD40M-US4MD80M-US4MD81M-US4MD82M-US4NC32M-US4VA12M-US4VA40M-US5MD12M-US5MD13M-US5MD16M-US5MD21M-US5MD22M-US5MD32M-US5VA10M-US5VA11M-US5VA13M-US5VA14M-US5VA16M-US5VA19M-US5VA21M-US5VA22M-US5VA24M-US5VA27M-US5VA41M-GB104403														
Ref No	Way Point		ETA	Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OCW signature & Pan Revised date	
	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long		Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point								Expected Minimum Under keel Clearance
CH Light Buoy (PBG Maryland Pilot) – Baltimore NLP Berth														
21	38 39.000N 076 24.500W	38 42.100N 076 25.800W	Variable	341.80	Variable	3.26	VESEEL UNDER PILOTAGE CHANNEL DEPTH AS PER PILOT INFORMATION	42.08	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
22	38 42.100N 076 25.800W	38 47.700N 076 25.300W	Variable	004.00	Variable	5.61		38.82	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
23	38 47.700N 076 25.300W	38 50.000N 076 24.200W	Variable	020.51	Variable	2.45		33.21	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
24	38 50.000N 076 24.200W	38 56.000N 076 23.250W	Variable	007.05	Variable	6.04		30.76	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
25	38 56.000N 076 23.250W	38 58.300N 076 23.450W	Variable	356.12	Variable	2.30		24.72	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
26	38 58.300N 076 23.450W	39 01.000N 076 22.450W	Variable	016.12	Variable	2.81		22.42	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
27	39 01.000N 076 22.450W	39 04.183N 076 23.659W	Variable	343.50	Variable	3.32		19.61	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
28	39 04.183N 076 23.659W	39 07.431N 076 23.661W	Variable	359.97	Variable	3.25		16.29	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
29	39 07.431N 076 23.661W	39 08.500N 076 24.383W	Variable	332.26	Variable	1.21		13.04	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
30	39 08.500N 076 24.383W	39 10.202N 076 25.670W	Variable	329.52	Variable	1.97		11.83	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	



Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself(SOLAS Ch.V- Regulation 34)

<b>Vessel</b>	<b>WEST BAY</b>			<b>Voy/ Date: 0115/ 04 Feb. 2015</b>		<b>From: Panama Canal</b>		<b>To : Baltimore NLP, USA</b>		<b>Draft</b>	<b>F: 12.00</b>	<b>A: 12.02</b>	<b>Air Draft: 33.96</b>	<b>Sheet Nr. 5</b>
<b>Charts/ENC Numbers: 3111-1400-396-4402-486-3935-1266-3914-2710-2861-2919-2920-2921-2850/ US2EC03M-US3EC08M-US4MD20M-US4MD40M-US4MD80M-US4MD81M-US4MD82M-US4NC32M-US4VA12M-US4VA40M-US5MD12M-US5MD13M-US5MD16M-US5MD21M-US5MD22M-US5MD32M-US5VA10M-US5VA11M-US5VA13M-US5VA14M-US5VA16M-US5VA19M-US5VA21M-US5VA22M-US5VA24M-US5VA27M-US5VA41M-GB104403</b>														
Ref No	Way Point			ETA	Track Line			Dist To Go (total)	Fix Frequency	Fix Method GPS position NOT to be relied on Coastal voyages	Tidal Current	Watch Type A/B/C	Remarks During Voyage Instructions, Notes, Hazards of Special Concern, , Notes such as Concentration of fishing boats Vessel in Special Area , Reef area, SECA, Important Observations etc	OCW signature & Pan Revised date
	From Geographical Name Lat/ Long	To Geographical Name Lat/ Long			Course of Advance (True Course)	Speed of Advance (Speed)	Distance to Next Way Point							
<b>CH Light Buoy (PBG Maryland Pilot) – Baltimore NLP Berth</b>														
31	39 10.202N 076 25.670W	39 10.871N 076 26.632W	Variable	311.77	Variable	1.00	<b>VESEEL UNDER PILOTAGE CHANNEL DEPTH AS PER PILOT INFORMATION</b>	9.86	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
32	39 10.871N 076 26.632W	39 11.937N 076 30.171W	Variable	291.16	Variable	2.95		8.86	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
33	39 11.937N 076 30.171W	39 12.510N 076 31.153W	Variable	306.88	Variable	0.95		5.91	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
34	39 12.510N 076 31.153W	39 15.631N 076 34.448W	Variable	320.62	Variable	4.03		4.96	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
35	39 15.631N 076 34.448W	39 16.090N 076 34.485W	Variable	356.37	Variable	0.46		0.93	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
36	39 16.090N 076 34.485W	39 16.399N 076 34.941W	Variable	356.37	Variable	0.47		0.47	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	
37	39 16.399N 076 34.941W		Variable		Variable	0.00		0.0	6 MINS	<input type="checkbox"/> Visual <input type="checkbox"/> Radar <input type="checkbox"/> GPS <input type="checkbox"/> Celestial <input type="checkbox"/> Other	<input type="checkbox"/> Flood <input type="checkbox"/> Slack <input type="checkbox"/> Ebb Set_____Drift_____	B Pilot	Be attentive in Master command w/ the pilot adv. and adv. him for any closing target.	

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Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Chief Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. *Call an additional look out when the regular look out is used as Helmsman.*

Prepared by: 2/O Chester Agupitan

Approved by Master: Capt.Sirgey Penkov Always verify the units of soundings on each chart/ENC in use & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer Roman Sorokin

2<sup>nd</sup> Officer: Chester Agupitan

3<sup>rd</sup> Officer: Andrii Mykhalchenko